

Proposed Revisions

Require permits for Standby Engines

2-1-114 Exemption, Combustion Equipment: The following equipment is exempt from the requirements of Sections 2-1-301 and 302, only if the source does not emit pollutants other than combustion products, and those combustion products are not caused by the combustion of a pollutant generated from another source, and the source does not require permitting pursuant to Section 2-1-319.

114.2 Internal Combustion Engines and Gas Turbines:

2.1 Internal combustion (IC) engines and gas turbines with a maximum output rating less than or equal to 50 hp.

2.2 Internal combustion (IC) engines and gas turbines used solely for instructional purposes at research, teaching, or educational facilities.

~~2.3 Portable internal combustion engines and standby internal combustion engines and standby gas turbines meeting the following criteria:~~

~~2.3.1 The engine or turbine is operated for no more than 200 hours in any calendar year, plus an additional 100 hours per calendar year for the purposes of maintenance and testing.~~

~~2.3.2 The engine or turbine is not operated at a facility with a power supply contract which offers a lower rate in exchange for the power supplier's ability to curtail energy consumption with prior notice.~~

2.4 Any engine mounted on, within, or incorporated into any vehicle, train, ship, boat, or barge used to provide propulsion for the vehicle, train, ship, boat, or barge. Facilities which include cargo loading or unloading from cargo carriers other than motor vehicles shall include the cargo carriers as part of the source which receives or loads the cargo.

2.5 Any engine mounted on, within, or incorporated into any vehicle, train, ship, boat, or barge used to provide propulsion for the vehicle, train, ship, boat, or barge and which is also used to supply mechanical or electrical power to ancillary equipment (e.g., crane, drill, winch, etc.) which is affixed to or is a part of the vehicle, train, ship, boat, or barge. Facilities which include cargo loading or unloading from cargo carriers other than motor vehicles shall include the cargo carriers as part of the source which receives or loads the cargo.

(Adopted 10/19/83; Amended 7/17/91; 6/7/95; 5/17/00)

New Definitions

- 9-8-230 Emergency Standby Engine:** An engine that is only operated:
230.1 To mitigate emergency conditions; or
230.2 For reliability-related activities.
- 9-8-231 Emergency conditions:** Any of the following:
231.1 Flood abatement, and control or avoidance of sewer overflows.
231.2 Fire suppression and control.
231.3 Mechanical or other failure of a critical motor.
231.4 Failure of regular power supply.
231.5 Involuntary curtailment of power supply.
231.6 Any other reasonably unforeseen event that threatens public health and safety and that the APCO determines requires the immediate temporary operation of standby engines.
- 9-8-232 Reliability-related activities:** Any of the following:
232.1 Reliability tests of the emergency standby engine.
232.2 Operation of an emergency standby engine during maintenance of a critical motor.
232.3 Operation of an emergency standby engine after notification by the utility that involuntary curtailment is imminent.
- 9-8-233 Involuntary Curtailment:** Curtailment by the utility of power supply to the facility under the following conditions:
233.1 The utility has been instructed by the Independent System Operator (ISO) to shed firm load.
233.2 The utility has shed firm load.
- 9-8-234 Failure of Regular Power Supply.** Any interruption of regular power supply due to circumstances beyond the reasonable control of the operator, except for involuntary curtailment.

New standards

- 9-8-330 Emergency Standby Engines, Hours of Operation:** Operation of an emergency standby engine shall be restricted to the following:
330.1 Unlimited hours of operation while mitigating emergency conditions.
330.2 The lesser of:
330.2.1 A total of 100 hours of operation per calendar year for reliability-related activities.
330.2.2 Any limitation on hours of operation contained in a permit to operate issued pursuant to Regulation 2-1-302.
- 9-8-330 Emergency Standby Engines, Conversion:** This section will expire on January 1, 2003, unless repealed earlier. An emergency standby engine may be temporarily converted to discretionary use, provided the following criteria are met. Due to the temporary nature of the conversion, engine conversions under this Section are exempt from BACT (Regulation 2-2-301) and offsets (Regulation 2-2-302):
330.1 The engine is an internal combustion engine.
330.2 The increased emissions from the modified engine do not trigger federal New Source Review.
330.3 The engine's timing has been adjusted to minimize NOx emissions. Timing shall not be adjusted to such an extent as to adversely affect particulate emissions.
330.4 After conversion, the engine will meet the BAAQMD Risk Management Policy for Diesel Engines. The converted engine will be subject to a permit condition limiting total hours (including hours of operation under emergency conditions).

330.5 The engine shall be restored to emergency standby use, or retired, on or before the date that this section is repealed.

New monitoring requirements

9-8-530 Emergency Standby Engines, Monitoring and Recordkeeping: Each emergency standby engine shall be equipped with a non-resettable totalizing meter that measures hours of operation. All records shall be kept for at least two years, and shall be available for inspection by District staff upon request. The operator shall keep a monthly log of usage that shall indicate the following:

530.1 Hours of operation (total)

530.2 Hours of operation (emergency)

530.3 For each emergency, the nature of the emergency condition.